

FLIES TO NEW YORK
FROM NEW LONDONContinuing Trip from Squantum,
Atwood Sets New American
'Cross-Country Record.

CIRCLES OVER MANHATTAN

Making One Stop, Aviator Covers
Approximately 140 Miles in
2 Hours and 47 Minutes,
Actual Time in Air.

Harry Nelson Atwood, of Boston, flew in a Burgess-Wright biplane from New London, Conn., to Governor's Island yesterday morning, a distance, including gratuitous circles above the metropolis and towns along the way, of approximately 140 miles, in two hours and forty-seven minutes actual flying time. He did not carry a passenger.

On Friday Atwood took his mechanic by aeroplane from Squantum Field, near Boston, to New London, approximately 135 miles. All American 'cross-country records with and without a passenger are therefore beaten by the continuous journey from Boston to New York as flown, being a distance of at least 275 miles.

Atwood stopped at Astoria, Long Island, and, at 9:31 o'clock for some crackers and gasoline. Also, being a stranger in town, he thought Astoria was on Governor's Island. It was the only stop he made on the journey.

Being informed by one policeman and three thousand spectators who quickly swarmed to the field that Governor's Island was four bridges further down the East River and then some, Atwood manuevered a few crackers, fed gasoline to his motor and ten minutes later started to circle the Singer Building tower. A strong wind prevented this feat, however.

First to Cross Manhattan.

He flew up and down and across the financial district for five minutes, and then landed on Governor's Island at 10:21 o'clock. For the first time in its history a man in an aeroplane had flown over Manhattan Island.

Before he left New London at 7:07 a. m. he knocked on the door of the hotel room of W. Starling Burgess, of Marblehead, Mass., head of the Burgess Company & Curtis, licensed manufacturer of the Wright machines, and said: "Guess I'll fly to Mincola to-day, as you suggested last night."

It was not until he got within sight of New York that the aviator's ardor for the little Long Island town cooled and that he decided to make Governor's Island his destination. But even yet he had no hunger for the high spots above the city's greatest towers, no intention of doing what more experienced aviators had pronounced ridiculously hazardous.

He landed at Astoria, having crossed the watery waters of Hell Gate. The lot was so full of tin cans and empty barrels that Atwood had great difficulty in making a safe descent.

A policeman ran toward the aviator to find out why he was on the premises and what he intended to do. Atwood told him he might be there for thirty minutes, and suggested to the patrolman that he call for help, as there would probably be a crowd of spectators on hand soon.

The policeman said to Atwood: "Leave 'em to me." Three thousand persons arrived. The policeman walked around in circles, demanding that no one put his foot beyond a given radius from the aeroplane. The crowd obeyed, the driver of a truck went after gasoline, Atwood ate some crackers that he drew from his coat pocket and asked the way to Governor's Island. They told him about the Queensboro, the Williamsburg, the Manhattan and the Brooklyn bridges.

"Only four?" said Atwood.

He climbed into his seat. Volunteers turned the propeller until the motor revolved them of further duty. The silver aeroplane shot heavenward.

The prisoners of Blackwell's Island, just getting about their daily tasks, stared upward at the great white bird, no doubt appreciating the advantages that such a vehicle could offer to men in their unfortunate position. The ferryboats plying back and forth on their trips from Long Island City to the Long Island Railroad station at 34th street looted their whistles in greeting.

Atwood waved his hand, dropped to a level with the funnels of the river craft, and glided along beside them until the passengers distinctly saw the aviator sitting erect in his seat among the shining wires, the motor pounding away in his rear and the two propellers flashing.

The shores of the river became black with spectators, excitedly yelling to the man, whose name they did not know and who could not hear their shouts. Factory whistles shrieked a greeting.

Many persons dance when they see an aeroplane in flight. Yesterday there were thousands of such on the river piers and roof tops; thousands of waving handkerchiefs.

Atwood was flying perhaps one thousand feet high over the four bridges. He took them as they came. They worried him not at all. Soon after the Brooklyn Bridge had been placed behind him the machine swerved to the westward, mounting higher.

Feels Call of Metropolis.

He had just felt the call of the metropolis in all its mysterious power. Until that instant, he said later, his one ambition was to find Governor's Island, historic aviation field of Wright, Curtiss and Hamilton. And then he saw the Singer Building tower, and a sudden resolve came upon him to circle it and have something to tell the old folks at home.

He mounted higher. The air currents surrounding the tall buildings of lower Manhattan were famous to him through evil report of those who had studied them from more pleasant flying grounds.

He turned so as to be above the city a little north of Wall street. The machine was going about fifty miles an hour, and was about fifteen hundred feet in the

HARRY N. ATWOOD CIRCLES OVER CITY TO THE SURPRISE OF THOUSANDS.

ATWOOD IN HIS BIPLANE APPROACHING THE SINGER TOWER.

(Photo copyright, 1911, by Brown Brothers.)

ABOUT TO PASS OVER ONE OF THE STATEN ISLAND FERRYBOATS.

AMERICA WINS BACK
PREMIER AERO TROPHYCharles T. Weymann, Making
93 Miles in 71 Minutes,
Lifts Aviation Cup.

SIX COMPETITORS; TWO FALL

Claude Grahame-White, Last
Year's Winner, Fails to Par-
ticipate—Alfred Leblanc,
of France, Second.

Eastchurch, England, July 1.—Charles Terres Weymann, the representative of the United States, won the International Aviation Cup to-day in dashing style. He covered the course, nearly ninety-four miles, in 71 minutes 36.3 seconds, an average of seventy-seven miles an hour.

Alfred Leblanc, of France, was second, with an average of seventy-five miles. Edouard Nieuport, also of France, was third, with an average a trifle under seventy-five miles, while Alec Ogilvie, of England, the only other aviator to complete the course, took 100 minutes for the distance, an average of about fifty-one and a third miles.

There was much disappointment that Claude Grahame-White, the British aviator, who won the cup at Belmont Park, New York, last year, did not compete. He excused himself on the ground that only a freak machine could win the race.

Of the other competitors, Chevalier, of France, and Hamel, of Great Britain, met with accidents. D. Graham-Gilmour, who was entered, did not start.

In a High, Gusty Wind.

The competition to-day proved that the wind as an adverse factor in air racing is becoming less and less important. Flying this morning in a high, gusty wind, Weymann made better time than he did in the evening, when an almost absolute calm prevailed.

A great crowd was present to witness the international event, including several competitors in the European circuit race, who came over from Calais. There were many exciting moments, especially when Nieuport and Leblanc, on the failure of Chevalier, went up in an attempt to win the trophy for France. The two Frenchmen made beautiful flights, but were unable to equal the performance of the American, who will carry the trophy back to his country.

The event required twenty-five trips around a circular course, making a total distance of 93.2 miles.

To-day is the third race for the International Cup. The first was won by Glenn H. Curtiss, the American, at Rheims, France, in 1909. The second race, at Belmont Park, Long Island, in 1910, was won by Claude Grahame-White, of Great Britain.

Course Somewhat Dangerous.

The contest took place on the Royal Aero Club's grounds, on the Isle of Sheppey, in Kent, a course not liked by the Continental competitors, who regarded the ditches intersecting as dangerous. One hundred members of the royal engineers from Chatham patrolled the ground.

In an early practice spin over the course Weymann did the circuit at a speed of eighty miles an hour.

In the race itself Gustav Hamel was the first to get away. He started in a strong and gusty wind and quickly came to grief. Hamel had not completed the first lap of the twenty-five circuits when the machine pitched violently and the aviator was thrown out. He fell fifty feet, but was not much hurt. When he recovered from the jolt he arose to his feet and was walking away as an ambulance drove up.

It was found that Hamel's mishap was due to his attempt at too sharp a turn of a pylon, which caused his machine to overturn. The aeroplane was badly smashed. The aviator's face was cut and he received a few body bruises.

Chevalier Falls Also.

Soon after the accident to Hamel Chevalier started, flying splendidly at great speed, but came to grief in the twelfth lap. He also got into difficulties while turning and fell with his machine to the ground. The aviator was not hurt.

Weymann got away three minutes before Chevalier fell. His powerful engines carried him along at a rate which at times must have exceeded eighty miles an hour. Scarcely a breath of air was stirring during the latter part of the American's flight. He flashed around the four-mile circuit at tremendous speed, evoking loud cheers from the spectators.

As soon as Weymann had landed Chevalier again started, determined on another attempt in the hope of lowering the American's mark. His second machine, however, went wrong after completing one lap, and the aviator descended suddenly, but uninjured.

The English entrant, Alec Ogilvie, then started, but his time throughout was much slower.

In September last year Weymann, the American aviator, came near winning the Michelin prize of \$20,000, offered for the

TRAIN KILLS 3 IN AUTO

Mr. and Mrs. H. G. Newell, of
Trenton, Victims of Crossing.

GIRL HURT, BUT WILL LIVE

Party on Way to Syracuse to
Spend Fourth in Accident
Near Albany.

Albany, July 1.—Mr. and Mrs. Henry G. Newell, of Trenton, N. J., and their son, were instantly killed early this evening, when the automobile in which they were riding from Trenton to Syracuse was struck by a Boston & Albany east-bound passenger train at Post Roads Crossing, about twenty miles east of this city.

Mr. Newell was driving the car. Mrs. Newell was caught by the cowcatcher of the locomotive and dragged for a distance of about two hundred feet before the train could be brought to a stop. Her body was reduced to a pulp. Mr. Newell was caught under the overturning machine and crushed to death. His son Clifford was thrown in front of the railroad train. The wheels of the locomotive cut off the right leg of the son, who died soon after being removed to a baggage car.

The impetus of the car at the moment of the collision threw the fourteen-year-old daughter beyond the railroad track. She was badly bruised about the face and body, and suffered a deep gash over the spine. She is expected to recover. The train that caused the accident was in charge of Thomas Davis, engineer, of Springfield, and left Chatham at 5:42 o'clock. It was said to have been running ahead of time in order to give a clear way for the Boston & Albany Twentieth Century Express. The latter train was pressing so close behind that it was brought to a stop within thirty feet of the place where the accident occurred.

The Newells were to be the Fourth of July guests of A. A. Barber, of Syracuse, a brother-in-law of Mr. Newell.

Trenton, N. J., July 1.—Henry G. Newell, who, with his wife and son, was killed near Albany, N. Y., to-night, when their automobile was struck by a train, was a part owner and superintendent of the Princeton Worsteds Mills, of Trenton. He was quite prominent.

Mr. Newell, his wife, son and daughter left here at 6 a. m. in the automobile, which he had owned only three weeks. They intended to spend some time with Mrs. Newell's sister in Syracuse, which city they had expected to reach to-night, and later to visit Mr. Newell's father at Fulton, N. Y.

Mr. Newell's mother, who lived here, went to Syracuse by train instead of accompanying the family in the automobile. There is no one here to speak for the family, and why the mother took a train is not known. Mr. Newell was thirty-seven years old. The boy was twelve and the daughter is fourteen.

A SANE FOURTH OF JULY.

Celebrate With Dewey's Pure Wines.
H. T. Dewey & Sons Co., 135 Fulton St., N. Y.

DIES FROM AUTO INJURIES

Charles Robinson's Machine
Skids at Brighton Beach Track.

Charles Robinson, driving a racing automobile owned by the S. P. O. Automobile Company, of No. 1505 Broadway, was caught in the wreck of his car when it skidded into an oil truck at the Brighton Beach racetrack yesterday afternoon, and died soon after being admitted to the Coney Island Hospital, where he was hurried after the accident. A mechanic who was riding with him jumped as the machine skidded and escaped unhurt.

The track was being prepared for the matinee races to be held on July 3 and 4, and one of the trucks which had been spreading crude oil over its surface was drawn up near Ocean Boulevard, on the curve at the western end of the track. Rounding the turn, proverbial for its danger, at a good rate of speed, Robinson's tires slipped on the fresh oil, sending his machine broadside into the wagon. As soon as the driver could be extricated from the tangled wreckage he was whirled to the hospital in an automobile belonging to C. F. Jones, who gave his address as No. 35 Waldorf Court, Manhattan. The hemorrhages caused by the accident, however, were too violent to be stopped.

Robinson lived at No. 24 West 45th street, according to the police. It was said that the track authorities had warned all drivers that any speeding over the course yesterday would be at their own risk.

THIEF ESCAPES BY BALLOON

Leaps Into Basket and Compels
Aeronaut to Carry Him 50 Miles.

Sayre, Okla., July 1.—A pickpocket, closely pursued by the town marshal, leaped into the basket of a balloon near here to-day, just as the air craft was leaving the ground, and sailed away to safety.

The balloon had been filled with gas, and the aeronaut, George Harvey, was in the basket ready to start when the marshal discovered the pickpocket taking a purse from a pocket of a citizen whose attention was centred on the balloon. The marshal attempted to catch the thief, and the pursued man ran and leaped into the basket as it cleared the earth. He refused to heed the marshal's warning cry of "Stop thief!"

At the height of several hundred feet the thief drew a revolver and warned Harvey not to release the lift cord on his balloon until he was ordered to do so. After the pair had travelled fifty miles the unwelcome passenger gave the word and the balloon was lowered.

Ten feet from the ground the thief leaped from the basket and ran. Relieved of part of its burden the balloon again shot upward. When Harvey finally effected a landing, several hundred yards from where the thief had alighted, he had disappeared.

DREDGERS FIND DESTROYER.

Tokio, July 1.—Dredgers at Port Arthur, on the Liao-tung peninsula, have found a fully equipped Russian destroyer, about four miles to the south. The destroyer is undoubtedly one of the relics of the Russo-Japanese War.

EXODUS FOR FOURTH
GREATEST IN YEARSFor Last Three Days 250 Extra
Trains Leave Grand Central
Terminal Daily.

PENNSYLVANIA LINES TAXED

Other Roads Report Record
Breaking Business Caused by
Extended Holiday—Prep-
arations Prevent Crush.

If four hundred trains a day are enough to handle the usual crowds passing through the Grand Central Terminal, how many are needed to handle the biggest crush that ever swarmed about the outgoing gates of the city? If the Fourth of July comes on Tuesday and 'most every one is getting a holiday from Saturday until Wednesday morning, and the weather is as hot as blazes, is there any one in town bound to be half as busy as traffic officials?

The second of these questions a traffic official answered with a wan smile and by pointing at statistics of an imposing sort. These figures answered the first question somewhat after the following manner, namely, that something like 750 trains left the Grand Central Terminal daily for the last three days. This was to handle about 200,000 seekers of green spots and cooling breezes, instead of the normal 70,000 commuters and ordinary travellers.

Pullman figures are always impressive. Traffic men say a nation is known by the number of Pullmans it uses. On Friday 113 Pullmans left the Grand Central Terminal alone, against 103 for the corresponding Friday before the Fourth last year. On Saturday there were 87 outgoing Pullmans, against 67 for last year. The normal daily average is about 40, and they carry about 27 persons to a car.

The rest of the crowd travelled in ordinary coaches, and these figures were so big that about them were not ready yesterday when the tired officials closed their desks and went wearily home.

Train Seven Blocks Long.

There were lots of ten-car Pullman trains pulling out of the terminal yesterday. That kind of a train is just about five blocks long, and there was one that went five cars better, and stretched its length over seven blocks. There was some money taken in at the windows yesterday, too. The receipts through the ticket windows at the Grand Central have been \$25,000 a day for three days, which does not include the receipts from branch ticket offices and agents.

Over at the Pennsylvania Station about the same ratios were true. That is, the hot weather out-of-town rush was about as many times bigger than usual as it was at the Grand Central, although the totals were not as large, since a good part of the traffic for the Adirondacks, Thousand Islands, Saratoga and such places went through the Grand Central gates. The Lackawanna and Jersey Central, Erie and all of the lines operating ferries to the Jersey shore reported equally heavy traffic. Their ferries, black with people clinging to them like flies

FREE AFTER 22 YEARS;
ARRESTED AT JAIL DOORSaw a Taxicab for First Time
and Entered It as a
Prisoner.

TO FACE TRIAL FOR MURDER

Young Miner Had Developed Into
a Landscape Artist and a
Musician During His
Imprisonment.

Philadelphia, July 1.—After serving twenty-two years in the state penitentiary here for the killing of a man in a brawl in Lykens, Penn., in 1889, Sydney Ware, by virtue of a pardon granted by Governor Tener, walked through the prison gate to-day a free man, but the moment he stepped into the street a Deputy Sheriff from Harrisburg placed him under arrest and took him to the state capital to stand trial for the murder of a second man he is charged with having killed in the same brawl.

When Ware stepped out a free man he saw a taxicab for the first time, and in it he was whirled away to the railroad station. Ware had been informed that he would be rearrested, and expressed himself as confident of an acquittal.

Ware's case has attracted much attention in the state, and influential persons intend to come to his assistance. Ware was a young miner when the crime was committed, and during his long term he was a model prisoner. He was a student and became a landscape artist and a musician.

Three years ago Ware was converted to the Episcopal Church and was confirmed by the Bishop, and it was largely through the efforts of Bishop Darlington, of Harrisburg, that he was granted a pardon. When the District Attorney of Dauphin County learned that Ware was to be freed he looked up his record and found that he was convicted for only one of the murders and that the second charge was still hanging over him. He will be tried in September.

YAWL REACHES THE AZORES

25-Foot Craft, Manned by 3, Ar-
rives from Providence, R. I.

Horta, Azores, July 1.—The Sea Bird, the twenty-five-foot auxiliary yawl which sailed from Providence, Rhode Island, on June 10 on a four thousand mile voyage, arrived here to-day. On board are Captain Thomas Fleming Day, of New York, and T. R. Goodwin and F. B. Thurber, of Rhode Island.

The navigators reported all well. During the voyage they experienced a four-day calm, some head winds and two heavy squalls. The latter part of the voyage was favored with good weather.

KENTUCKY'S PRIMARY FIGHT

McCreary Beats Addams for Governor
—James Defeats Paynter.

Louisville, July 1.—Returns from the state Democratic primary from 61 out of the 115 counties, incomplete except Jefferson and Kenton, indicate that James D. McCreary has been nominated over William Addams for Governor, and that "Ollie" James made a runaway race with Thomas A. Paynter for the United States Senate.

EARTHQUAKE AGAIN
JARS SAN FRANCISCOTwo Shocks, Heaviest Since
1906, Shake California
and Nevada.

FOLLOW NEW MOUNTAIN LINE

Slight Damage Done—Panic in
Stores and Restaurants of
California and Nevada
Cities.

San Francisco, July 1.—Two earthquake shocks, the heaviest since the big shake of 1906, and separated by only a few seconds, jarred the central portion of California and Western Nevada to-day. The first sharp shock, experienced at 2:01 o'clock, was followed within a few seconds by one of similar intensity, each lasting about five seconds.

Only trivial damage has been reported from any section, but in San Francisco and other cities in the affected area panic seized upon crowds in stores and restaurants, and there was a pell-mell exodus from the large buildings.

One peculiar feature of the earthquake was that it did not appear to follow the old "fault" in the earth's crust, which has been the playground of tremblers in the past, but extended from the sea-coast eastward to the Sierras, including hitherto exempt mountain areas.

It was felt to the northward of Sacramento, in the Sacramento Valley, southward as far as Fresno, and to the east to Carson and Reno, Nev., the former place experiencing the heaviest shock in its history.

Rush to the Streets.

Some slight damage was done to buildings in San Francisco. Heavy stones in the cornice of the Mechanical Bank Building were moved slightly out of alignment; superficial cracks were made in several large office buildings; cornices of the new postoffice building were disarranged, and minor damage was done to the interior walls of a number of other buildings.

Within a few seconds after the first shock many downtown buildings were depopulated in a rush to the streets. Telephone and telegraph service was suspended by the operators deserting their posts. Herbert Hadley, a lodging house inmate, fell dead of fright, and some cases of hysteria, or of cuts, or bruises suffered in the semi-panic were treated at the hospitals.

Santa Rosa, which suffered greater disaster in proportion to its size than did San Francisco in the catastrophe of 1906, scarcely felt to-day's shock.

Shock Was Severe.

San Jose, another heavy sufferer in 1906, reported that the shock to-day was the severest experienced since that time, but it did no serious damage. Stockton and Fresno people were frightened by the jarring, but there, as in Sacramento, where the state offices were deserted in a trice as a result of the tremor, the damage to buildings was trifling.

In Reno, Nev., the shock was scarcely felt, but in Carson it was severe. The federal court was in session in the Nevada capital, and Judge, jury and attorneys rushed to the street.

At the Santa Clara College observatory both rods were thrown off the seismographs. They were immediately replaced, but the record of the disturbance will be incomplete.

The mean time clock at the observatory of the University of California was stopped for the first time since the great quake of five years ago.

The deep booming reverberation which usually marks disturbances of a widespread character accompanied the first tremor. In San Francisco the groaning and creaking of the steel structures played a larger part in frightening people than did the tremors.

The first tremor was accompanied by the deep booming. In downtown cafes the luncheon crowds quickly left the buildings and shoppers the stores.

For some time it was impossible to secure telephone service, and the operators in the exchanges left their boards and ran from the buildings. No damage of any kind is reported, but in some instances plaster was shaken from ceilings.

In the Mechanics' Bank Building heavy stones in the cornice were moved slightly out of alignment. Slight cracks were made in the Pacific Building and the Commercial Building.

Berkeley, Cal., July 1.—Two sharp earthquake shocks were felt here at 2 p. m. At the observatory of the University of California the mean time clock was stopped for the first time since the earthquake of 1906.

St. Louis, July 1.—The seismograph at the St. Louis University recorded a severe earth disturbance late this afternoon. The main shock began at 4:16 p. m., and up to 5:30 o'clock seven distinct movements were recorded, and the needle was still moving.

Stanford University, Cal., July 1.—At this place, which is on the "fault line" of former seismic disturbances, this afternoon's shock was sharply felt, but no damage was done except the chipping of plaster ceilings in the business offices of the university.

A telephone message from Mayfield, a few miles south of here, says that a two-story brick building was badly cracked.

The great disaster which visited California in April, 1906, razed 23,000 buildings in San Francisco, swept clear an area within that city of more than fifteen square miles, destroyed property then valued at \$500,000,000 and cost the lives of some three hundred of its inhabitants.

The first earthquake shock was felt at 5:15 o'clock on the morning of April 18. It was followed by an almost immediate collapse of flimsy structures all over the city. The water supply was cut off and when fires broke out a few minutes afterward in several places there was nothing to do but let the buildings burn. Dynamite was resorted to in the hope of clearing an effective fire line, but it was of no avail.

For three days the flames raged practically unchecked. Finally a generally successful stand was made at Van Ness avenue and a large part of that quarter of the